

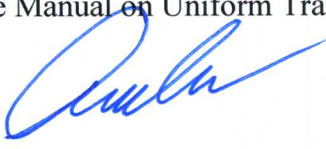


STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
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CAROLANN WICKS, P.E.
SECRETARY

MEMORANDUM

TO: All Users of the Delaware Manual on Uniform Traffic Control Devices

FROM: Donald D. Weber, P.E.
Chief Traffic Engineer 

DATE: September 22, 2010

SUBJECT: Interim Guidance
Shared Lane Marking

The 2009 Federal Manual on Uniform Traffic Control Devices (MUTCD) added Section 9C.07 to Part 9, related to Traffic Control for Bicycle Facilities. Section 9C.07 allows the use of a new shared lane marking in situations where vehicular traffic and bicycle traffic share a travel lane that is too narrow to travel side by side within that same lane.

The purpose of this Interim Guidance is to provide the necessary guidance and standards to allow the use of the Shared Lane Marking until such time that a revision to the current Delaware MUTCD can be made to add language related to the use of this marking. As such, the following standards, guidance and options for the use of Shared Lane Markings on Delaware's roadways are provided:

Option:

The Shared Lane Marking shown in Figure 1, below, may be used to:

- A. Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,
- B. Assist bicyclists with later positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- C. Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
- D. Encourage safe passing of bicyclists by motorists, and
- E. Reduce the incidence of wrong-way bicycling.

Guidance:

The Shared Lane Marking should not be placed on roadways that have a speed limit above 35 MPH.



Standard:

Shared Lane Markings shall not be used on shoulders or in designated bicycle lanes.

Guidance:

If used in a shared lane with on-street parallel parking, Shared Lane Markings should be placed so that the centers of the markings are at least 11 feet, from the face of the curb, or from the edge of the pavement where there is no curb.

If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Marking should be at least 4 feet from the face of the curb / edge of gutter pan, or from the edge of the pavement where there is no curb.

Care should be taken to place the shared lane marking in locations that direct the bicyclist away from the door zone or parked vehicles and to keep the shared lane marking outside of the vehicular wheel path.

If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.

(Delaware Revision)

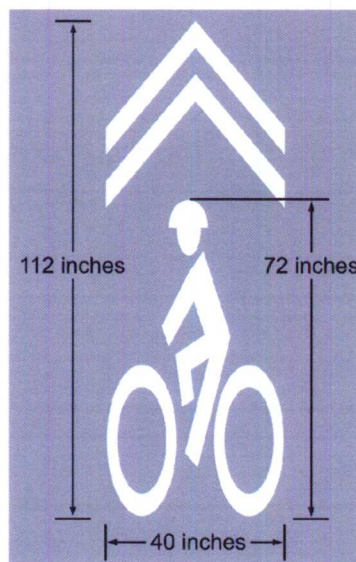


Figure 1: Shared Lane Marking

Should you have any questions concerning this, please contact my office at (302) 659-4060.